

## HOW TO USE THIS GUIDE

*“Drive 10,000 miles across America and you will know more about the country than all the institutes of society and political science put together.” – Jean Baudrillard*

This is your chance to slow down and see the country, whether in a motor home, sports car, Harley, '57 Chevy or mini-van.

Modern travelers often seek the quickest means of reaching a destination. Experience travel through the eyes of a tourist from an earlier era – a savor the journey. Imagine traversing the Appalachian Mountains in a Model T Ford on a Sunday drive and returning to tell tales of adventure. Or ponder the great courage in riding a stagecoach or wagon to settle new territory in “Ohio Country”.



To discover your own adventure, follow the Maryland Scenic Byways Historic National Road signs posted on local routes. Use this map to stop at landmarks or wayside exhibits to uncover stories about the people who built, traveled, lived and worked along The National Road. Look for changes in the landscape as you traverse Maryland, which reflect regional patterns of culture, geography, history, art and science. The road and its ever-changing travelers shaped the face of neighborhoods over time. See what we as a nation have become in the years since construction began on The National Road.

The byway can be driven in one or more days, with stops in Baltimore, Catonsville, Ellicott City, Mt. Airy, Frederick, Hagerstown, Cumberland or Grantsville. A National Register of Historic Places Travel Itinerary, found at [www.cnps.gov/nr](http://www.cnps.gov/nr), will help you to plan your visit. Turn back the clock and stay in one of the historic inns that housed National Road travelers in its earliest heyday or during its 20th century revival.

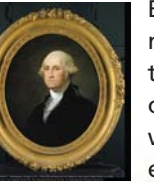
Additionally, the Historic National Road connects five Heritage Areas and four Arts & Entertainment Districts, which are special places to experience the many landscapes, waterways, museums, theaters, restaurants, shops, art galleries, crafts and events found along the byway. They also are a reflection of the significant efforts made by local communities to preserve and share the National Road's history, culture and natural beauty. For Maryland National Road Association membership information, visit [www.visitmaryland.org/heritage/nationalroad](http://www.visitmaryland.org/heritage/nationalroad).

Call toll-free: **1-877-2MDHNRD (263-4673)**

[www.visitmaryland.org](http://www.visitmaryland.org)  
Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor

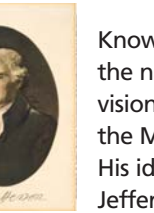
## THE ROAD THAT BUILT THE NATION

*“To men who love to revive in imagination the days of the pioneers and to dwell in thought among the days that are no more – the romance of this old pathway of the nation will live on forever.” – Albert Douglas, 1909*



By the late 1700s, American independence was still new when the need for better communication and transportation became painfully apparent through out the fledgling nation. This was a time of Westward Expansion – new land to claim, new markets to explore, and a nation to build. America needed to be self sufficient, which meant converting new territory to farmland. Daring pioneers emigrated from the East and South and traveled west on primitive trails through the rugged Alleghany Mountains, to the wilderness beyond the Ohio River Valley.

George Washington



Knowing the commercial importance of connecting the nation, President George Washington envisioned an improved road between the East and the Midwest. He did not live to see its completion. His idea was championed by President Thomas Jefferson.

Growing settlements in “the Ohio country” and a booming population in the East signaled new responsibilities for Jefferson. Congress sought to unite a diverse country to facilitate the flow of ideals and federal authority into the new territory. In 1806, they

Thomas Jefferson

approved the first federally financed road to connect Cumberland, Maryland with Wheeling, West Virginia on the Ohio River – and so began *The National Road*. Turnpikes, built by local entrepreneurs, mostly connected Baltimore to Cumberland, allowing their goods to get to market in the city. In 1818, road builders completed the new section, “The Cumberland Road” to Wheeling. Breaking a road through the Appalachian Mountains enabled thousands of emigrants to pass through to the West more quickly than through any other channel. Freight wagons took as little as

two weeks to travel to Wheeling, while this journey previously lasted six to eight weeks via waterways. Six-to-twelve-horse teams pulled Conestoga wagons filled with 10,000 pounds of freight over a cobblestone surface packed with sand and gravel. Stagecoaches and carriages lumbered through the ridges and valleys, at speeds of ten to twelve miles an hour, carrying settlers to the West. Drove of thousands of sheep, cattle and hogs left massive clouds of dust on their long journey to market. Taverns, inns, blacksmith shops, wagon yards, animal pens and barns sprung up in towns along the road to service the travelers.



William H. Wills, 1840

by stagecoach



Rufus Rockwell Wilson, 1902  
by horse and carriage, Frederick, MD  
to Brownsville, PA

“The coming of the railroad a generation-and-a-half ago consigned the National Pike to the limbo of abandoned things. During a recent trip over it, few travelers were to be met with. Old taverns fast falling to ruins gape on either side; and the tollkeeper has little to do, while most of the pikeboys are dead or bending under the weight of years.”

“The journey westward over the National Pike, especially if it be taken in the green and fragrant month of June, is sure to dwell long and pleasantly in the memory. From Frederick, placid meadows stretch away on either side



to the horizon line, while to the south the distant, azure-tinted Blue Ridge looks like a low-lying truncated cloud ....between Clear Spring and Hancock it rivals in beauty and grandeur the noblest passes of the Sierras, ridge flanking ridge until earth and sky meet and blend in cloud and mist.”

Albert Douglas, 1909 by  
Model T Ford, Frederick, MD  
to Zanesville, OH

“We found the road up Big Savage, a grade of about 1800 feet in two miles, one of the worst on the whole trip, and a disgrace to whomsoever may be responsible for its condition. For this there might be some excuse if it were comparatively unused, but on the contrary we found it on that Saturday afternoon thronged with teams.... The sun was hot too and that half hour was the only one approaching discomfort on our long ride. But when we came to the summit, and caught the glorious view to the west and south-west, of meadows, fields, woods, and piled up mountains, our discomfort vanished and there followed a long afternoon of unalloyed pleasure; up hill and down, through forests and mountain farms, meadows and pastures,

These historical accounts were  
located in various original sources  
and compiled by Merritt Lerley in  
*Traveling the National Road*,  
The Overlook Press, 1990.

up the long rocky ridges on the low gear, and sometimes, as we were in no haste to catch a train or make any particular point by a fixed hour, she would stop a bit, not to rest but to let the boiling water in her tank cool a little. Then the wife and I would get down and walk on ahead, picking the blackberries ripening on every hand, gathering flowers or drinking from some of the many roadside springs, walled and protected so well by the wagoners in other days that they still furnish cool and attractive places to rest and drink.”



Albert Douglas, 1909 by  
Model T Ford, Frederick, MD  
to Zanesville, OH

declined, but the road did not stay lonely for long. In the early 1900s, a new parade of travelers trundled back and forth on its corridor, sporting the “horseless carriage”. Americans fell in love with the automobile, a ticket to a new adventure. Pleasure driving became a popular pastime. The National Road experienced a revival. Vacationers set off for Western Maryland's misty mountains in a tradition that continues to this day. Embark on your own journey through a cross section of American landscape and culture. Ride a ribbon of highway that weaves our nation together and experience adventure, freedom and exploration.

The Cumberland Road was aligned near an American Indian Trail called *Nemacolin's Path*, named for the Delaware Indian who helped open it for the Ohio Company in 1751. British General Edward Braddock's officers widened or blazed fragments of Nemacolin's Path and renamed the road *Braddock's Road*. Braddock's Road was The National Road's recommended route, but the slopes were too steep for its maximum grades.

The new road from Cumberland to Wheeling inspired Maryland's General Assembly to create a turnpike, run by private interests, connecting Baltimore and Cumberland. The Baltimore to Cumberland section was designated the *Baltimore National Pike*. It combined several existing turnpikes such as the Baltimore and Fredericktown Pike, also known as Frederick Road, the Hagerstown and Boonsboro Turnpike, and the Cumberland Turnpike. Local banks financed the pike, which became known as the *Bank Road*.

As trucks and automobiles evolved, so did our roads and

Above: *A Warning For General Braddock*, Robert Griffing and Paramount Press, Inc.

## WHAT'S IN A NAME

*The Historic National Road* comprises several roads that were given different names through time. Look for place names and street markers revealing The National Road's earlier names. When Congress authorized a road running west from Cumberland, Maryland, it was called *The Cumberland Road*.

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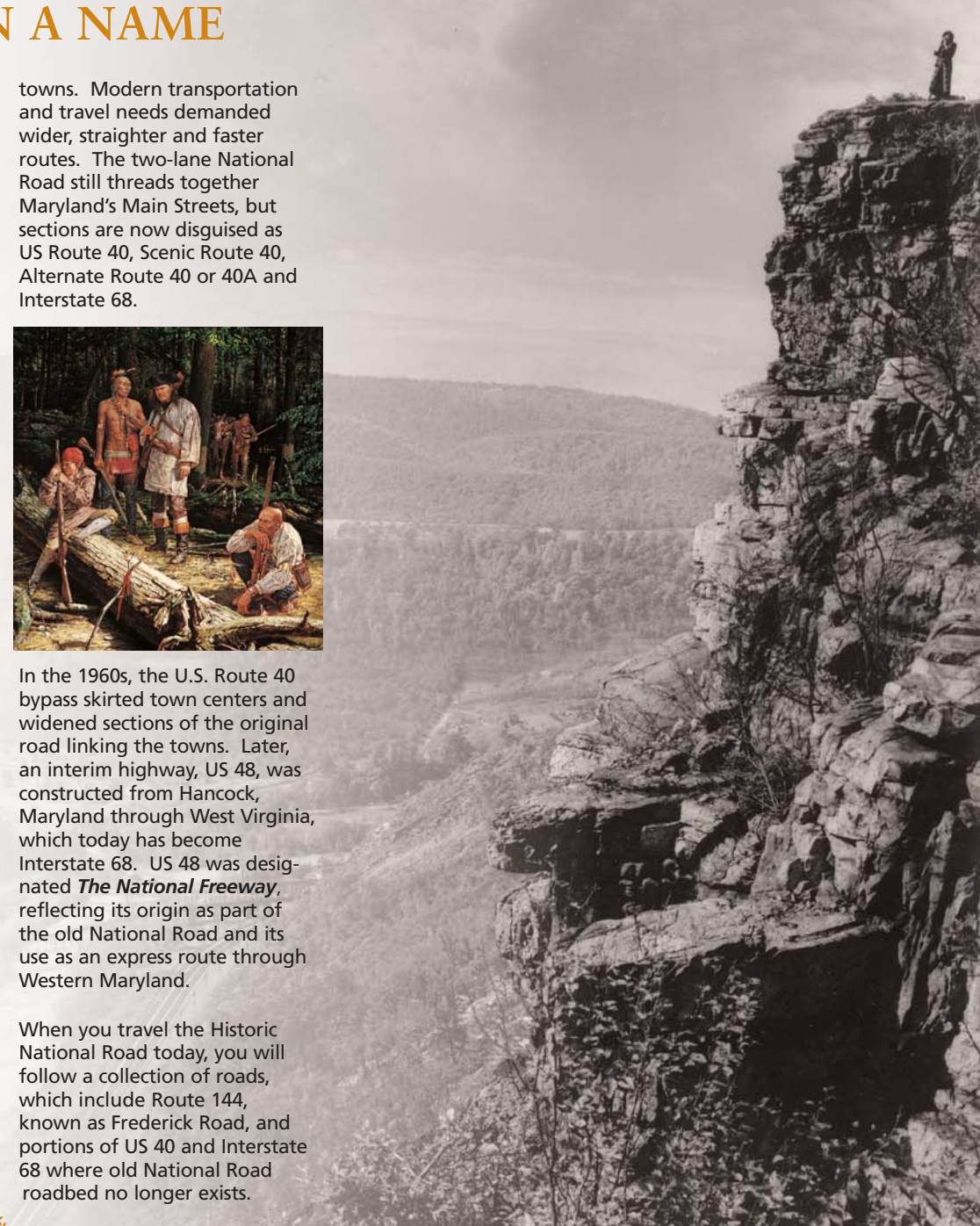
towns. Modern transportation and travel needs demanded wider, straighter and faster routes. The two-lane National Road still threads together Maryland's Main Streets, but sections are now disguised as US Route 40, Scenic Route 40, Alternate Route 40 or 40A and Interstate 68.



In the 1960s, the U.S. Route 40 bypass skirted town centers and widened sections of the original road linking the towns. Later, an interim highway, US 48, was constructed from Hancock, Maryland through West Virginia, which today has become Interstate 68. US 48 was designated *The National Freeway*, reflecting its origin as part of the old National Road and its use as an express route through Western Maryland.

When you travel the Historic National Road today, you will follow a collection of roads, which include Route 144, known as Frederick Road, and portions of US 40 and Interstate 68 where old National Road roadbed no longer exists.

Above: *A Warning For General Braddock*, Robert Griffing and Paramount Press, Inc.



Above: *Casselman Hotel*, Grantsville ■ The Maryland Historical Society, Baltimore, Maryland

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For travel information, stop by any Maryland Welcome Center, or contact the organizations listed in this guide.

**Maryland Office of Tourism Development**  
217 E. Redwood Street, 9th Floor  
Baltimore, Maryland 21202  
1-877-263-4673  
[www.visitmaryland.org](http://www.visitmaryland.org)

**Allegany County Visitors Center**  
13 Canal Place  
Cumberland, MD 21502  
301-777-5132  
[www.mdmountaininside.com](http://www.mdmountaininside.com)

**Baltimore Area Convention & Visitors Association**  
100 Light Street, 12th Floor  
Baltimore, MD 21202  
410-659-7131  
[www.baltimore.org](http://www.baltimore.org)

**Baltimore County Conference & Visitors Bureau**  
Towson Town Center  
825 Dulany Valley Road,  
2nd level  
Towson, MD 21204  
800-570-2836  
[www.visitbacomd.com](http://www.visitbacomd.com)

**Carroll County Visitor Center**  
210 E. Main Street  
Westminster, MD 21157  
800-272-1933  
[www.carrollcountytourism.org](http://www.carrollcountytourism.org)

**Tourism Council of Frederick County, Inc.**  
19 East Church Street  
Frederick, MD 21701  
800-999-3613  
[www.fredericktourism.org](http://www.fredericktourism.org)

**Garrett County Visitors Center**  
15 Visitor Center Drive  
McHenry, MD 21541  
301-387-4386  
[www.garrettchamber.com](http://www.garrettchamber.com)

**Visitor Welcome Center**  
Hagerstown-Washington County Convention and Visitors Bureau  
6 North Potomac Street  
Hagerstown, MD 21740  
888-257-2600  
[www.marylandmemories.org](http://www.marylandmemories.org)

**Howard County Tourism Council**  
8267 Main Street, side entrance  
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**LeQuita Nichols, #33 Wilson's Store** ■ Hagerstown-Washington County Convention and Visitors Bureau; **#46 LaVale Tollgate House**, Tim Tadder; **#28 Old South Mt. Inn**, Tim Tadder; **#28 South Mt. Recreation Area**, Dan Breitenbach; **#41 Rocky Gap State Park**, Tim Tadder.

Front cover: *Family paused on the National Road*, c. 1920, Leo J. Beachy, Special Collections (Robert G. Merrick Archives of Maryland Historical photographs); **Cover illustration**- logo, Sandi McEvoy;

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